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## IN WHOSE INTEREST?

The Havering Recorder of 5th January 1968 reports on a new local finance company formed to help commuters to buy quarterly seasons and thus save money if they cannot afford these tickets out of their own resources. Within a short time of commencing operations, the Company, known as Rail Commuters Club Limited, has financed 400 travellers by purchasing their tickets and allowing the commuters to repay weekly; the saving is shared between the company and the user, and results in the latter saving about  $12\frac{1}{2}\%$  on weekly tickets.

The interesting part of the report lies in the reactions of the two transport organisations involved. British Rail's spokesman, when asked about the scheme commented "Schemes like this are quite legal"; but London Transport thought differently it seems, their reply being reported as "We would not be a party to any such scheme".

Why not? Admittedly, the transport authority's revenue is reduced each time someone buys a quarterly, instead of a weekly, season, but that does not mean that LT should not have their passengers' interests at heart. It should also be noted that the cheaper travel by rail can be made, the fewer will be those who travel by moped, scooter and car to their work - a very important aspect of the matter, considering the pressure on London's road space and parking facilities.

It is rather strange that LT should take this attitude; on the other hand, it is perhaps

the latest indication of a certain rigidity in fares and charges in LT, which does not always work in favour of the traveller. Another, long-standing attitude relates to season tickets on buses; as there are innumerable journeys which cannot be made by Underground in London, because the system does not cover every part of the County adequately, there is no logical reason why the commuter forced to travel to work by bus should have to pay full rate for every journey - but he does.

As there is a suggestion that London fares may go up as part of the current maxi-squeeze, it would seem to be time for these problems to be examined afresh - with the travellers' interest as the main concern for once.

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#### THE BREATHALYSER AND PUBLIC TRANSPORT

Are LT missing out on a chance of winning traffic back from the private car? Barbara Castle's breath-tests have apparently produced a sufficiently large decrease in road accidents late at night to justify the assumption that the tests will continue as a permanent feature of traffic regulations. Yet, just at the time when the private motorist is thinking twice about whether his car journey is necessary - or advisable - late night buses and trains, and for that matter, off-peak journeys generally, are being cut down still.

Surely this would be the right time to try an increase in late-night trains and buses, combined with later last journeys and a publicity campaign to draw attention to the advantages of public transport. It would, of course, be necessary to make sure that timetables for late trips were rigidly adhered to - something which is not always given sufficient attention by the road services at present. One example of this may be quoted; there is a bus on the No 11 route scheduled to arrive at Liverpool Street at 01.15 - in comfortable time to connect with the Eastern Region train for all stations to Southend Victoria at 01.20. On one occasion within the past three months this bus arrived at its destination at 01.22, after standing in Aldwych for just over ten minutes. As the next train on the Southend Line is at 03.24, this sort of thing does not make for good public relations! But these problems could be ironed out, and traffic won back if the situation were to be tackled imaginatively.

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A Supplement to  
"Tube Stock to 1951"

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with  
Tabular Material by E.Shaw  
and  
Text by B.J.Prigmore

With the publication of the second edition of "Tube Stock to 1951" by B.J.Prigmore (Electric Railway Society, 1967), E.Shaw felt it to be a suitable foundation for the presentation to specialist circles of a large amount of fine detail which he had available, and which might usefully reinforce the overall story and the concise tabulation of essential data given in the major essay - to which this article is offered as a supplement.

The material is presented by E.Shaw as additional items for the Tables as designed and compiled by B.J. Prigmore: brief commentaries are given by B.J.Prigmore, and the article concludes with E.Shaw's complete survey of Service Stock today.

Excluding trivial misprints, a few corrections to "Tube Stock to 1951" should be noted:-

- Page 19, line 3      should now read "Two 'pilot' motor cars on the Piccadilly, four on the Northern, and two on the Central, are pre-'38 cars;"
- Page 20, Table      Bloo 50-56 were 1915, not 1914, conversions.
- Page 28, Table -
- Line 3            7055 should read 7955 (misprint).
- Line 13          under 440-79 add (3960-99)f.

Acknowledgement is made by E.Shaw to H. Clarke and other members of London Transport's staff for assistance given.

Appendix 1: 1900-1920

The additional material below emphasises that the CLR 1901 4 DM conversions, then retaining their trailer numbers (54, 81, 84, 88) were not renumbered 201-4 until 1903; it amplifies the story of the Bloo conversions 50-56; and gives details of the dates of conversion or transfer (or both) of cars, mainly to strengthen the

Bakerloo in connection with its extensions. The later parts of this Table show the post-war drift of stock to the Hampstead line as other lines were re-equipped.

<u>Line</u>	<u>Date</u>	<u>No</u>	<u>Type</u>	<u>Fleet Nos.</u>	<u>Remarks</u>
CLR	1901	4	DM	54,81,84,88	Conversions, renumbered 201-4 in 1903. 201-2 were used as ballast motor cars, were renumbered L22-3 in 1930, and scrapped in 1936-7. 203-4 were converted back to trailers in 1906 and renumbered 171-2.
Bloo	1911	1	DM	37	ex-Pic DM 18.
		1	CT	137	" CT 118.
		1	TR	237	" TR 203.
	1915	7	DM	50-56	Originally Pic Hungarian CT converted to TR pre-1913 and to DM in 1915.
	1916-7	9	DM	57-65	ex-Pic DM transferred to Bloo.
	1916	6	CT	138-143	" CT " " "
	1924	1	CT	144	" CT " " "
	1915-6	11	TR	240-250	" CT converted to TR pre-1913 and transfer.
	1916	15	TR	<del>251</del> -265	" TR transferred to Bloo.
		1	TR	266	" CT converted to TR and transferred.
		5	TR	267-271	" TR transferred to Bloo.
				272	not used or allocated on Bloo.
	1917	22	DM	273-294	ex-CLR DM lent for Watford extension until 1920-1.
		5	TR	295-299	ex-Pic TR transferred to Bloo.
	1918	2	TR	300-301	ex-Pic CT converted and transferred.
	1920	Joint Stock			one-third belonged to LER and two-thirds to LNWR. When they were withdrawn in 1931 the LMSR retained 9 cars (6 DM, 2 TR, 1 CT)

as 3 x 3-car sets to operate the Watford Junction-Rickmansworth & Croxley Green shuttle services, and were withdrawn in 1948. (See "Rails Through the Clay", p.230). These cars were renumbered as shown below:-

				<u>Joint No.</u>	<u>LMSR</u>	<u>BR</u>	
				DM 5J	2394	M28213	
					13J	2415	M28214
					16J	2416	M28215
					31J	770	M28217
					32J	825	M28218
					35J	904	M28216
				TR 213J	593	M29498	
					214J	337	M29497
				CT 401J	640	M29499	
Pic	1917-9	6	TR	273-278	ex-Pic CT converted to TR pre-1913		
Hstd	1923-4	9	DM	61-69	ex-Pic DM transfrd to Hstd.		
	1914	10	CT	151-160	ex-Fstd TR converted to CT.		
	1921	11	TR	211-221	ex-Pic CT & TR transfrd.		
	1926	4	TR	222-225	" TR transferred.		

### Appendix 3: 1936-1951

Further to update the story, E. Shaw notes the following conversions, in two cases from pairs of damaged vehicles: In 1963 at Acton; Railway Training Centre car 999 ex-012488 and 11103.

In 1964 at Acton; TR 012516 converted from 12058.

In 1966 at Acton; TR 012517 converted from 10296 & 11073.

### Table 1: 1900-1920

A brief renumbering of the 'Yorke' conversions is given:

CLR 1903 Me<sup>1</sup> 'n 416-423 'Yorke' conversions. When converted in 1925 they were renumbered at the end of the CLR DM series to become 293-300; and in 1927 they became 416-423.

The tables below give the late 1967 position of Service Stock and the cars from which they originated: sufficient data on the latter are given to permit tracing its earlier history through the main story and the Tables.

Service Fleet

<u>Original</u>				<u>Last</u>					
<u>Line</u>	<u>No</u>	<u>Year</u>	<u>Builder</u>	<u>Pass.</u>	<u>Date to</u>	<u>Service</u>	<u>Stock No.</u>	<u>Type</u>	
				<u>No.</u>	<u>Service</u>				
LT	7131	1931	B'ham	7131	23- 8-63	GC	663	Gauging car	
LER	751	1923	Met Cam	75241	4- 9-56	RG	802)	Rail grind-	
"	<del>755</del>	1923	"	75245	4- 9-56	RG	803)	ing cars	
LT	7061	1931	B'ham	7061	4- 1-65	PC	850	Personnel	
"	7063	1931	"	7063	4- 1-65	PC	851	carrier	" "
"	7080	1931	"	7080	25-10-66	PC	852	" "	" "
"	7114	1931	"	7114	25-10-66	PC	853	" "	" "
"	7158	1931	Glou	7158	22-11-66	PC	854	" "	" "
"	7071	1931	B'ham	7071	22-11-66	PC	855	" "	" "
LER	700	1920	C.Laird	5170	15-11-49	IC	1075	Instruction	
"	817	1920	"	7243	15-11-49	IC	1076	Car CME	" "
"	812	1920	"	7238	15-11-49	IC	1077	" "	" "
"	815	1920	"	7241	15-11-49	IC	1078	" "	" "
"	809	1920	"	7235	15-11-49	IC	1079	" "	" "

Locomotives

Hstd	1	1907	ACF	1)	7- 6-30	L	10	Yard	
"	3	1907	"	2)				electric	
LT	3080	1931	Met Cam	3080)	19- 6-64	L	11	" "	
"	3109	1931	"	3109)				" "	
LER	512	1923	C.Laird	3452	2- 9-54	L	62	Ballast M/C	
"	523	1923	"	3463	15- 7-54	L	63	" "	
"	560	1923	Met Cam	3500	7- 3-55	L	64	" "	
"	513	1923	C.Laird	3453	19- 8-54	L	65	" "	
"	536	1923	"	3476	18- 3-54	L	66	" "	
"	561	1923	Met Cam	3501	19- 1-55	L	67	" "	
"	554	1923	"	3494	12-10-54	L	68	" "	
"	565	1923	"	3505	21- 9-54	L	69	" "	
"	556	1923	"	3496	15- 6-54	L	70	" "	
"	567	1923	"	3507	3- 4-54	L	71	" "	
"	326	1927	"	3376	13- 6-64*	L	72	" "	
"	573	1923	"	3513	18- 5-54	L	73	" "	
"	566	1923	"	3506	18- 5-54	L	74	" "	
"	577	1923	"	3517	28-10-54	L	75	" "	

\* The original L72 was withdrawn in 1964 and replaced as shown

LT	3183	1931	Met Cam	3183	3-11-67	L	77	Ballast M/C
CLR	229	1903	B'ham	3960)				
"	256	1903	"	3985)	-22-12-38	ESL	100	Sleet loco.
"	225	1903	Met Cam	3958)				
"	254	1903	B'ham	3983)	-16-11-39	ESL	101	" "
"	261	1903	"	3990)				
"	267	1903	"	3997)	-21-10-39	ESL	102	" "
"	242	1903	"	3971)				
"	250	1903	"	3980)	-11-11-39	ESL	104	" "
"	219	1903	Met Cam	3952)				
"	236	1903	B'ham	3965)	-23-11-39	ESL	105	" "
"	253	1903	"	3984)				
"	263	1903	"	3993)	-29-11-39	ESL	106	" "
"	208	1903	Met Cam	3944)				
"	252	1903	B'ham	3981)	-14-12-39	ESL	107	" "
"	258	1903	"	3989)				
"	262	1903	"	3992)	-23-12-39	ESL	108	" "
"	237	1903	"	3968)				
"	241	1903	"	3972)	-17-1-40	ESL	109	" "
"	257	1903	"	3987)				
"	264	1903	"	3994)	-14-2-40	ESL	110	" "
"	224	1903	Met Cam	3956)				
"	228	1903	"	3959)	-28-2-40	ESL	111	" "
"	207	1903	"	3945)				
"	217	1903	"	3950)	-29-3-40	ESL	112	" "
"	230	1903	B'ham	3962)				
"	240	1903	"	3969)	-16-4-40	ESL	113	" "
"	238	1903	"	3967)				
"	239	1903	"	3970)	-11-5-40	ESL	114	" "
"	251	1903	"	3982)				
"	260	1903	"	3991)	-30-5-40	ESL	115	" "
"	218	1903	Met Cam	3953)				
"	234	1903	B'ham	3964)	-21-6-40	ESL	116	" "
"	223	1903	Met Cam	3954)				
"	265	1903	B'ham	3995)	-19-7-40	ESL	117	" "
LT	3690	1934	Met Cam	3690	25-9-67	L	130)	Pilot M/Cars
"	3693	1934	"	3693	18-9-67	L	131)	(Nor)
"	3138	1931	"	3338	*	L	132)	
"	3707	1934	"	3707	*	L	133)	
LER	320	1927	"	3370	*	L	134	PMC (Pic)
LT	3701	1934	"	3701	*	L	135	" "
LER	312	1927	"	3380	*	L	136	" (Gen)
LT	3073	1931	"	3273	*	L	137	" "

\* L132-7 will be renumbered thus when these cars enter Acton Works for their next heavy overhaul.

Note This list only gives the tube stock in the service fleet at the present time and does not include any vehicles which have been withdrawn.

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#### BOOK REVIEW

Aylmer Hall; *The Tyrant King, A London Adventure*; London Transport, London, 1967; 184pp; price 5/-.

This book, which is London Transport's first work of fiction (timetables, of course, excepted!), concerns three children who overhear a sinister telephone conversation. As a result, they set out to find a Tyrant King in one of the London museums within eight days. Naturally, they travel around a great deal. They use bus, coach and Underground services, buy Rover tickets, and refer to Visitor's London. The book is a subtle advertisement, for at the end are "How to get there" travel details for the places that the children visit.

From the Underground angle, there is some interest. The children search fruitlessly for Underground trains in the Clapham Transport Museum. They make several journeys on the Underground, once being followed, and another time, to avoid being followed. But what promises to be an interesting chase is prevented; as the children are pursued into a station booking hall, they find that they have neither the time to queue for a ticket nor the right change for the machines. Needless to say, they do not travel without a ticket, as this is bad form in a London Transport book.

The book is uniform with the other London Transport books. The story is short, as the lines are spaced out, and the book is well padded with good illustrations by Peter Roberson. Compared with other children's paperbacks, however, the quality of paper and binding is superior. Although perhaps somewhat highly priced at 5/-, it makes good reading for 11 to 13-year-olds.

NHGM

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#### NEWS FLASHES

NF 735 Consent was granted at the end of 1967 to the closure of the BR Oxford-Cambridge line between Oxford and Bletchley, and between Bedford St Johns and Cambridge.



In view of the impending building of the huge new satellite town at Milton Keynes, this is not considered in some circles to be one of the Minister of Transport's brighter decisions; British Rail, however, have jumped at the chance of closing something else, despite having to keep Bletchley to Bedford St Johns open, and services were withdrawn on both the closed sections with effect from 1-1-1968. Among the stations closed were Claydon and Verney Junction - the latter station being the northernmost point ever reached by the Metropolitan Railway's main line. The Metropolitan services were withdrawn by the London Passenger Transport Board on and from 6-7-1936. Incidentally, consent was given to the closure of the section between Bletchley and Bedford in July 1965, but subject to satisfactory alternative bus services being provided. The alternative has not yet been arranged, hence the line staying open between these two stations.

NF 736 Ref NF 720. Ballast Tamping machines generally stable at their working site for several days. The one in question (PBT 762) was scheduled thus: Early on 17th November 1967, a 1964 battery locomotive left Lillie Bridge and worked to Ladbroke Grove via Edgware Road. There, it was coupled to PBT 762, after the latter had carried out its final stint on the Ladbroke Grove-Hammersmith section. The train was then run to No. 24 Siding at Farringdon. The battery locomotive was uncoupled and returned to Lillie Bridge via Charing Cross. PBT 762 then worked the Moorgate-King's Cross section during successive nights until the morning of 24th November. A 1964 battery locomotive, after having hauled PBT 761 from Northwood to Willesden Green, coupled to PBT 762 at Farringdon and stabled. On the following night, the pair ran via Baker Street and Charing Cross to Upminster station. The tamping machine was uncoupled and worked to and from Dagenham Heathway, the battery locomotive running direct to and stabling at Neasden.

NF 737 Expenditure cuts announced in the House of Commons by Mr. Roy Jenkins, the Chancellor of the Exchequer, on 21-12-1967, and relating to economies to be made by the nationalized industries to assist the Government in solving the current economic problems, will affect London Transport. The Victoria Line will not be affected, neither the original section nor the Brixton extension, but the Fleet Line is apparently to be sacrificed to the good (?)

26 of the cause, and another £1½m is to be saved by the postponement of modernisation and improvements. Exactly what will be gained by delaying works which would improve the efficiency of London's Transport - and therefore improve the efficiency of London - is not very clear.

NF 738 A man fell from the parapet of Queen's Road bridge, Barking into the path of a District Line train on 19-12-1967. The driver managed to stop his train 10ft short of the man, who was taken to East Ham Memorial Hospital. The trains were delayed for 37 minutes.

NF 739 The new car park at Chalfont and Latimer was opened in mid-December 1967. This park has been built in the old goods yard, is automatically controlled by rising step barriers at entrance and exit, and will hold 267 cars; the old car park, holding 123 cars, is still in use, so that the total parking capacity at this station is now 390 cars.

NF 740 W.H.Smith & Son Limited, the newsagents, closed 33 bookstalls at London Transport stations after 30-12-1967, and a further 17 were shut after 6-1-1968. All these bookstalls were open during rush hours only, and were said by Smith's to be uneconomic. A spokesman of the company commented that in most cases there was a newspaper seller outside the station anyway so the public would not suffer. While this is obviously true regarding newspapers, it is not so for magazines and paperbacks which the bookstalls sold - very few newsmen carry stocks the size of those held in the stalls. So the London traveller loses yet another service.

NF 741 There was a 20-minute delay on the District and Circle Lines on 29-12-1967 when a signal was over-run at Gloucester Road by a Circle Line train.

NF 742 A correspondent to the press has complained about the habit of London Transport inspectors of questioning suspected fare-dodgers in public - citing a swoop at Blackfriars recently as a bad example of Big Brother tactics. The suggestion is not that dodgers should not be punished, but that questioning should be in private. This is a point that LT might ponder, because they might publicly humiliate someone one day who is not guilty, and such a person might well bring a substantial action for damages against the Board - and succeed.

NF 743 As New Year's Eve fell on a Sunday last year, special New Year's Eve services were run on most LT lines on the night of 31-12-1967/1-1-1968.

NF 744 Re NF 726. Please note that the information regarding the livery of the last LMR dmu out of Chesham was accidentally reversed - only one car was in blue, not all but one as stated.

NF 745 Mr. Harold Harding, the international tunnelling engineer who built the Camden Town-Euston tube complex, received a knighthood in the New Year Honours List. He is also an expert on the Channel Tunnel, and a past President of the Institution of Civil Engineers.

NF 746 In a strong attack on the present lack of good manners in this country, blamed on Americanisation of all our habits and institutions, Jo Stephenson in her "In my View" column in the Havering Recorder recently, remarks "Underground travel is past comment. Although, thank goodness, we have not yet reached the New Yorker stage".

NF 747 Two men were fined £10 each at Bow Street on 2-12-1967 for attempting to walk from Trafalgar Square to Piccadilly Circus via the Bakerloo Line tunnels! They had missed the last train, but current was still on and a ballast train was expected, according to an LT witness.

NF 748 It is rumoured that London fares are to go up again. The recommendation seems to have been made by a Committee set up by the Transport Minister. It is also suggested that there might be higher fares for Sunday, Bank Holiday, all-night bus and special services generally. Anything better calculated to increase the expenditure on road improvements by a few hundred million pounds is hard to imagine, as the number of people who would add a car to their household equipment would be quite phenomenal if this recommendation were to be adopted. Other proposals are that the cost of providing half-fares for schoolchildren should be shifted to the Education Authority; this would save LT £5m a year, or rather increase revenue by that amount. Part-time staff for rush-hours are also suggested - which would be a very logical move, but has always been resisted by the Trade Unions.

NF 749 The British Transport Police are advertising for recruits to work on both main-line and London Transport lines.

NF 750 The Northern Line was seriously disrupted by damage to signals when a concrete mixer fell from a ballast train at Moorgate on 5-1-1968. The City branch services started two hours late, and 25 coaches were put on the road from Kennington to Camden Town.

## OPENING THE DOOR TO PRESERVATION

John Reed

The door in question being a specimen from Met. coach No. 212, whose body served as a hut at Aylesbury until early in 1967 (see the writer's article on page 37, March 1967 Underground). It had been there, Ken Benest tells me, for about 40 years; the last remains disappeared last November, when the nearby engine-shed was demolished. The restoration of the door has been an interesting 60-hour job; a few details of its construction and so forth may be of interest.

At the time of salvaging the door was very shabby, and as it had continued in use as a door during the body's service as a hut (most of the others having been sealed). it had acquired various iron fittings for security purposes. These were hefty and inelegant, and their removal revealed several ragged holes. The lower planking had also suffered chronic attacks of platelayer's boot, and the apparent general condition of the door suggested that all I could attempt in the way of restoration would be a sanding down of the twenty-five coats of paint and a repaint in a 'grained' (streaky) finish in shades of brown. I did hope that any lettering might be worth revarnishing and leaving visible.

When I had almost completely dismantled the door and stripped the components to the bare wood it became clear that ugliness, like beauty, was only skin-deep and could be removed by filing or sanding. All of the original teak was in beautiful condition except for the blemishes referred to, and these were easily repaired with plastic wood. The door-bonnet (ventilator-cover), made of alloy, was cracked, so I replaced it by an iron example retrieved from the ashes of another door. The surfaces around the bonnet were covered with brass reinforcing affixed with steel screws. These were the only steel items; every other screw in the door was of brass, and every nail was copper. Absence of rust had thus made dismantling a simple matter, and I was able to re-use most of the original nails and screws, after individually burnishing the screwheads and giving each two coats of lacquer. Also of brass were the three hinges, the lock and handles ("Lift up to open - Wethered's Patent" but

not "Live in Metroland"! ) and beading at the base of the window cavity and of the door itself. The latter, being only  $\frac{1}{4}$ " deep and free of screwheads, was worth leaving unpainted, although no doubt this is not strictly correct. All these non-wooden surfaces appeared to have had an imitation-graining finish, which I have copied, not unlike that applied to the sides overall of steam stock up till 1951.

I gave the teak surfaces four or five coats of clear varnish, the wood taking on a deep lustre and displaying tones of brown varying from a light golden shade to a deep almost GWR colour. Such a surprising excellence of finish would have been marred by the retention of imperfect transfers, so I took exact tracings of the numerals and later repainted them by hand. A tricky job, as some of the black edging was about .5mm. thick! The window, whose glass is a good  $\frac{1}{4}$ " thick, can again be lowered by means of the non-original London Transport strap, which I have leather-painted on the facing side and dubbed on the back. The whole door, being of typically 'railway' massive construction, can only be lifted by at least two men, and that with difficulty; so for ease of handling I have fitted a pair of castors. Now the 86 year-old door can be trundled from place to place quite happily, the only Met door ever converted to an O-2-0.

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A LITTLE LIGHT ON THE DISTRICT'S PAST  
 An Extract from the Middlesex  
 Chronicle of 22nd March 1890

One of the latest novelties is the introduction of an automatic supply of electric light into the railway carriages of the District Railway, even into those of the third-class. A passenger places a penny in the slot, presses a button and directly a bright, soft light gleams upon his newspaper, but for him only, as it issues from the bottom of the box in which the apparatus is confined, and does not irradiate the pages of his neighbour's paper. He gets the whole, as nearly as possible, of his pennyworth. His coin sets in motion a clockwork meter, which gives him the light for a quarter of an hour.

The New Year did not start well for Londoners, as the only-to-be-expected cold spell caught the railways - and all other forms of transport - completely unprepared, as usual.

The blizzard in the early hours of Tuesday, 9th January was a severe one - the worst for some years in fact, but the chaos it caused was complete. Parts of the Underground were completely paralysed, and travel for morning commuters was very chancy to say the least.

The Mill Hill East and High Barnet branches of the Northern Line were completely closed, as was the District Line from Putney to Wimbledon, and services elsewhere ran at extended intervals and unevenly. At least one Central Line train took 30 minutes to travel between Stratford and Mile End - which is an in-tunnel section, but it must be admitted it did make a change to see Central trains running through the tunnel section across London with about six inches of snow still on the roofs of the cars! The Metropolitan Line was badly affected, as it always is with its long stretches of exposed line ... but it does not seem that protective devices, on the Met or elsewhere can yet be relied upon to any extent - which is rather strange.

The next day, 10th January, while still bad, was an improvement but the District Line was very badly hit by a derailment in Upminster depot, believed to have been caused by weather conditions, which trapped 14 trains in the depot. On the Metropolitan a train stalled at Neasden causing considerable delays. Southbound trains were reversed at Wembley Park, and passengers continued by Bakerloo Line - but this was disrupted by a train failure at Oxford Circus. On the Central Line there were once again extended intervals between trains, and at one time during the morning rush hour at Liverpool Street passengers experienced considerable difficulty in getting off the escalators on reaching the top, because of the crowds queuing to go down - the latter having been held back by staff because of excessive crowding on the platforms.

Altogether the staff did an excellent job during the bad weather, and should not be blamed for troubles which could only be put right from higher up the scale.

## NOTICE OF ANNUAL GENERAL MEETING

NOTICE is hereby given that the Annual General Meeting of the Society for the year 1968 will be held in the Lecture Room, Museum of British Transport, Clapham, London, S.W.4. on Saturday 23rd March 1968 at 14.00 for 14.30, for the following purposes :

- To have Read the Notice of Meeting and the Report of the Auditors.
- To Receive the Report of the Committee for the year 1967.
- To Receive the Accounts for the year 1967.
- To Confirm the Election of Desmond F. Croome as the President of the Society.
- To Confirm the Election of C.R.L.Coles as the Vice-President of the Society.
- To Elect three Members of the Committee.
- To Elect Auditors.
- To Consider any Amendments to the Rules of the Society which may be advertised in the March 1968 Issue of Underground.
- To Conduct Any Other Business.

By Order of the Committee

J.P. Wirth  
Secretary

43 Crestway,  
Roehampton,  
London, S.W.15.  
19th January 1968

The London Underground  
Railway Society

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### Further Notes on the AGM.

Nominations to the Committee Nominations should be sent to the Secretary at 43 Crestway, Roehampton, London, S.W.15. to reach him by 21st February; before making a nomination, a member should ascertain that the member to be nominated is willing to serve. The Members of the Committee who retire by rotation this year are J. Brook Smith, G.P. Jasieniecki and J.P.Wirth, all of whom are willing to stand for election again.

Amendments to the Rules Proposed Amendments to the Rules of the Society should be sent to the Secretary at the address above, to reach him by 14th February.

Report and Accounts These will not be circulated to the

in advance, but will, of course, be available at the Meeting in accordance with the requirements of Rules 10 and 11.

Admission to the Meeting Full details of access will be given in the March Journal when they have been agreed with the Museum authorities, but it will be essential for a member to be in possession of a current (1968) membership card for admission to be granted.

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#### OTHER NOTICES

Auction Sale There will be an Auction Sale of several thousand Railway Relics from the Collection of R.W.F. Smallman, Esq., on Thursday, 8th February at 13.00. This will be conducted by Messrs. Knight, Frank & Rutley at their Rooms at 20 Hanover Square, London, W.1. There will be a catalogue of items published before the sale, which may be obtained from Messrs. Knight, Frank & Rutley. At the time of going to press, it has not been possible to find out whether any of the items in the collection are of Underground interest.

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#### THE TIMETABLE

19.00 Friday 2nd February Library Evening at 62 Devonshire Road, Ealing, London, W.5. Also an Evening on 1st March.

19.00 for 19.15 Friday 9th February Monthly meeting at the Hammersmith Town Hall; it is hoped to have a speaker from London Transport, but arrangements are not yet finalised. If plans cannot be brought to fruition in time, members may rest assured that a substitute programme will be arranged.

Tuesday 13th February (Provisional) It is hoped that a party will be able to witness the daily stock transfer from Drayton Park to Highgate Wood Sidings, and possibly to ride on the train - but here again arrangements are not complete. Members wishing to attend are requested to write to the Assistant Secretary, S.E.Jones, 113 Wandle Road, Morden, Surrey at once enclosing a stamped addressed envelope with their applications.

19.00 for 19.15 Thursday 22nd February A Lecture-Demonstration by H.R. Boulton on "Traction by Induction - Some Thoughts for the Future". This meeting has been arranged by the London Area of the Light Railway Transport League, by whose courtesy TLURS members are invited to attend, and will take place in Room 408, Department of Electrical Engineering, Imperial College, Exhibition Road, London, S.W.7.

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